

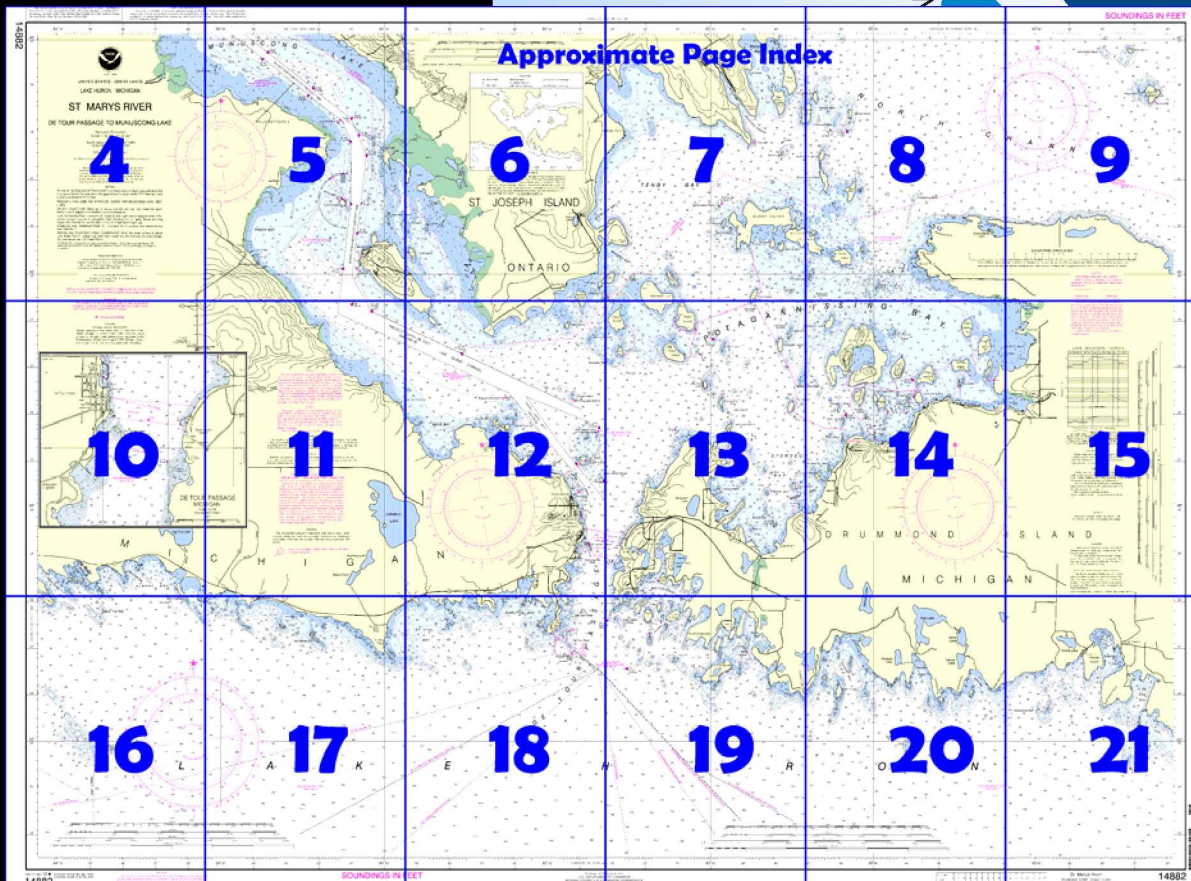
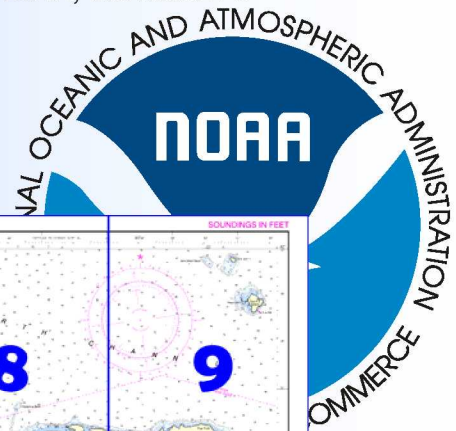
# BookletChart<sup>TM</sup>

## St. Marys River – De Tour Passage to Munuscong Lake (NOAA Chart 14882)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### **[Coast Pilot 6, Chapter 10 & 12 excerpts]**

(370) From **Beaver Tail Point** (45°58.0'N., 84°10.3'W.) E for 12.5 miles to Point De Tour, the shoreline continues irregular with numerous off-lying shoals and small islands, and should be given a berth of 1.3 miles.

**Beaver Tail Reef**, with a least depth of 5 feet and submerged rocks, is 1 mile SE of Beaver Tail Point. **St. Vital Point** (45°56.9'N., 84°00.0'W.), about 8 miles E of Beaver Tail Point, forms the W side of **St. Vital Bay**.

(371) **Point De Tour** (45°57.4'N., 83°54.8'W.) is on the W side of the entrance to De Tour Passage, the entrance to St. Marys River. (The passage is described in chapter 12, St. Marys River.) A shoal with a depth of 11 feet at its outer end extends 0.6 mile SW from the point. **De Tour Reef**, with a least depth of 15 feet, extends about 0.7 mile SE from the point. **De Tour Reef Light** (45°56.9'N., 83°54.2'W.), 74 feet above the

water, is shown from a white square tower on a crib on the SE end of the reef

(374) From Barbed Point N for 3 miles to **Black Rock Point** (46°00.6'N., 83°51.9'W.), the W shore of Drummond Island fronts De Tour Passage. Osborne Materials Company operates a dock for the shipment of dolomite 1.3 miles N of Barbed Point. The 800-foot dock has a deck height of 10 feet and depths of 23 feet reported alongside. A conveyor system can load vessels at 4,000 tons per hour. When approaching or leaving the dock, avoid the shoals marked by buoys N and S of the dock.

(375) **Potagannissing Bay**, a deep, wide passageway between the NW side of Drummond Island and St. Joseph Island, connects the W end of North Channel with the St. Marys River immediately N of De Tour Passage. However, the bay is obstructed by numerous islands and by many shoals which make up abruptly from deep water.

(376) Potagannissing Bay indents the NW shore of Drummond Island between **Dix Point** (46°01.5'N., 83°50.7'W.) and **Chippewa Point** (46°05.9'N., 83°43.2'W.). **Drummond, MI**, a town on the S side of the indentation 4.5 miles E of Dix Point, has a sawmill and limestone quarries. A marina at the town provides gasoline, diesel fuel, water, electricity, sewage pump-out, marine supplies, and a launching ramp.

(380) **Whitney Bay**, on the E side of Barbed Point, is separated from the lake by several islands with two deep channels, marked by private buoys, leading into the bay. Outside the islands in the approach to the bay, several shoals rise abruptly from deep water. The outermost is a rock, covered 7 feet, 0.9 mile S of **Bellevue Island** and marked on the SW side by a buoy.

(382) **Island Harbor**, 3 miles SE of Barbed Point, is separated from Whitney Bay by **Point Anderson**. **Espanore Island**, 0.8 mile SE of Point Anderson, encloses Island Harbor on the SW. A 1-foot reef with scattered boulders is 0.8 mile NW of the SW end of Espanore Island with a 13-foot shoal between. A rocky ledge extends 0.7 mile S from the island, and a ledge with rocks awash that extends 0.4 mile E from the island narrows the entrance to Island Harbor to about 0.25 mile.

(383) **Huron Bay**, 2.5 miles E of Island Harbor, has a deep entrance about 0.4 mile wide on the E side of **Gravel Island**. A ledge with rocks awash extends 0.7 mile S from the E side of the bay. A rocky ledge with depths of 1 to 4 feet extends 0.7 mile S from Gravel Island.

(384) From Huron Bay E for 7 miles to Big Shoal Cove, the shore is bordered by shoals extending about 0.5 mile off. **Holdridge Shoal**, a detached shoal with a least depth of 5 feet, is 2 miles SE of Gravel Island. (385) **Scammon Cove**, just NW of Big Shoal Cove, is enclosed between **Meade Island** on the W and **Scammon Point** on the SE. **Horseshoe Reef**, awash, is 1.3 miles SW of Meade Island. A large shoal with a least depth of 8 feet is between Meade Island and Horseshoe Reef.

(41) **De Tour Passage** forms the mouth, or S end, of St. Marys River. The passage has deep water for a width of over 2,500 feet between the E end of the upper peninsula of Michigan on the W and the W end of Drummond Island on the E. The shoals that border the passage are well marked.

(46) **De Tour Village, Mich.**, is on the W side of De Tour Passage NW of Frying Pan Island. A ferry for passengers, autos, and limited freight operates year round from the village across the passage to Drummond Island. Small craft landing at De Tour Village must take care to avoid submerged cribs and dock ruins. A Michigan State Waterways Commission small-craft harbor protected by a breakwater is about 400 yards N of the ferry pier. Transient berths, gasoline, diesel fuel, water, electricity, sewage pump-out facility, marine supplies, a launching ramp, a 25-ton lift for hull and engine repair, and harbormaster services are available. The harbormaster monitors VHF-FM channels 16 and 9.

(50) **Squaw Island**, marked at the S end by a light, is 1.4 miles N of Pipe Island. Detached 18- and 22-foot spots are 0.3 and 0.6 mile WNW of Squaw Island, respectively.

(57) **Point aux Frenes** (46°07.9'N., 84°01.7'W.) is on the W side of the river at the turn from Round Island Course into Munuscong Lake. Lights mark the course changes in the turn.

# Table of Selected Chart Notes

## Pump-out facilities

Corrected through NM Sep. 10/05  
Corrected through LNM Sep. 6/05

### CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

### CAUTION

#### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)    ◐ (Approximate location)

### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sault Ste Marie, MI    KIG-74    162.55 MHz (Chan WX-1)

### NOTE C

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the St. Mary's River. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

### NOTE Z

#### NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

### CAUTION

#### POTABLE WATER INTAKE (PWI)

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).



Traffic Control calling-in point; arrow indicates direction of vessel movement.

Cr

### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

### SOURCE DIAGRAM

Most of the hydrography identified by the letter "I" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed, and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

### CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

### NOTE D

Mariners are warned that numerous uncharted stakes and fishing structures some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

### NOTE B

The channel legend reflects the Corps of Engineers project depth. The Corps of Engineers publishes the controlling depth periodically in the U.S. Coast Guard Local Notice to Mariners. For further information on channel depths, direct inquiries to the Office of the District Engineer, Corps of Engineers, Detroit, Michigan.

### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

### NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum). Depths are referred to the sloping surface of the river when the gage below the locks reads 578.4 feet and Lake Huron is at elevation 577.5 feet.

Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

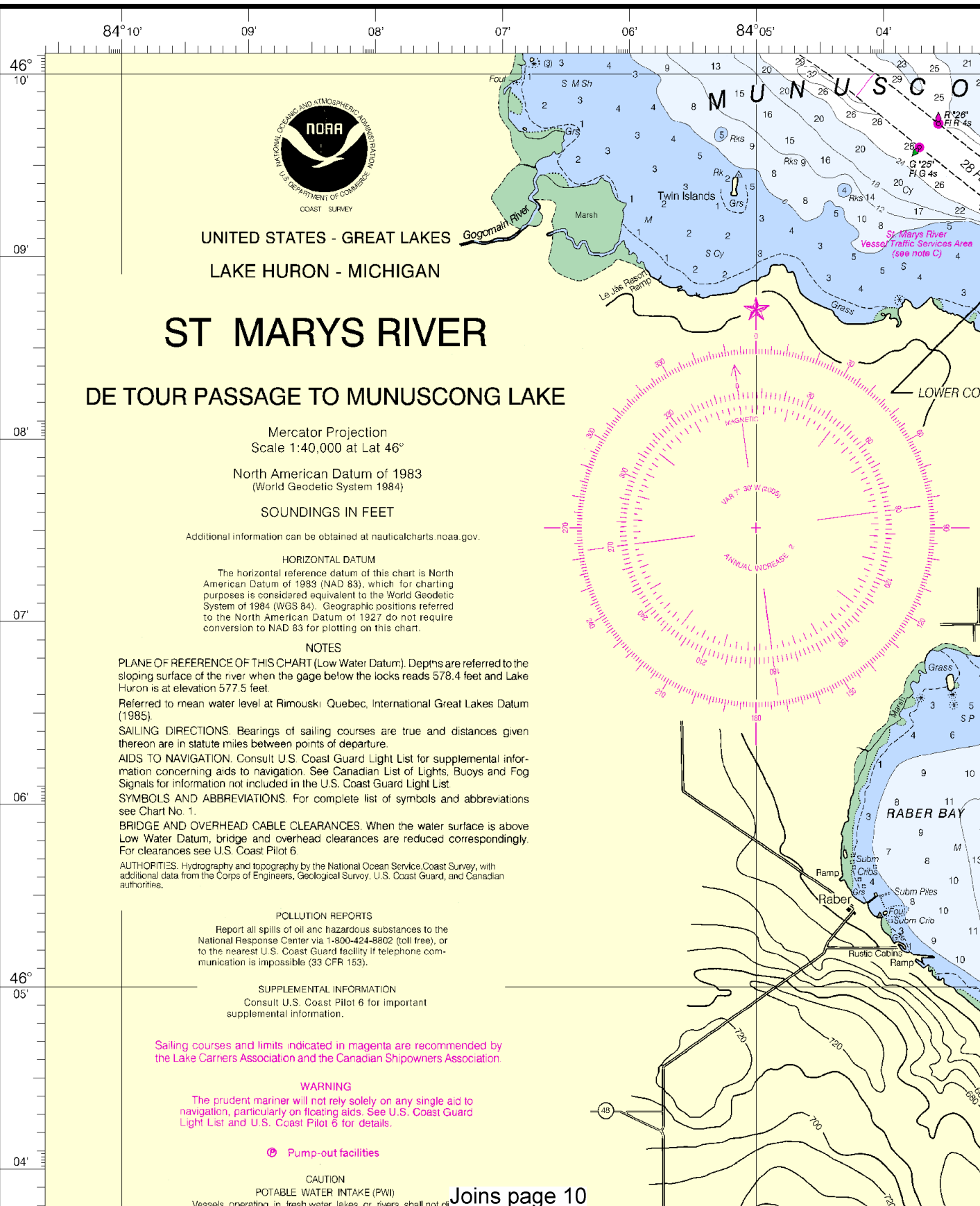
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.



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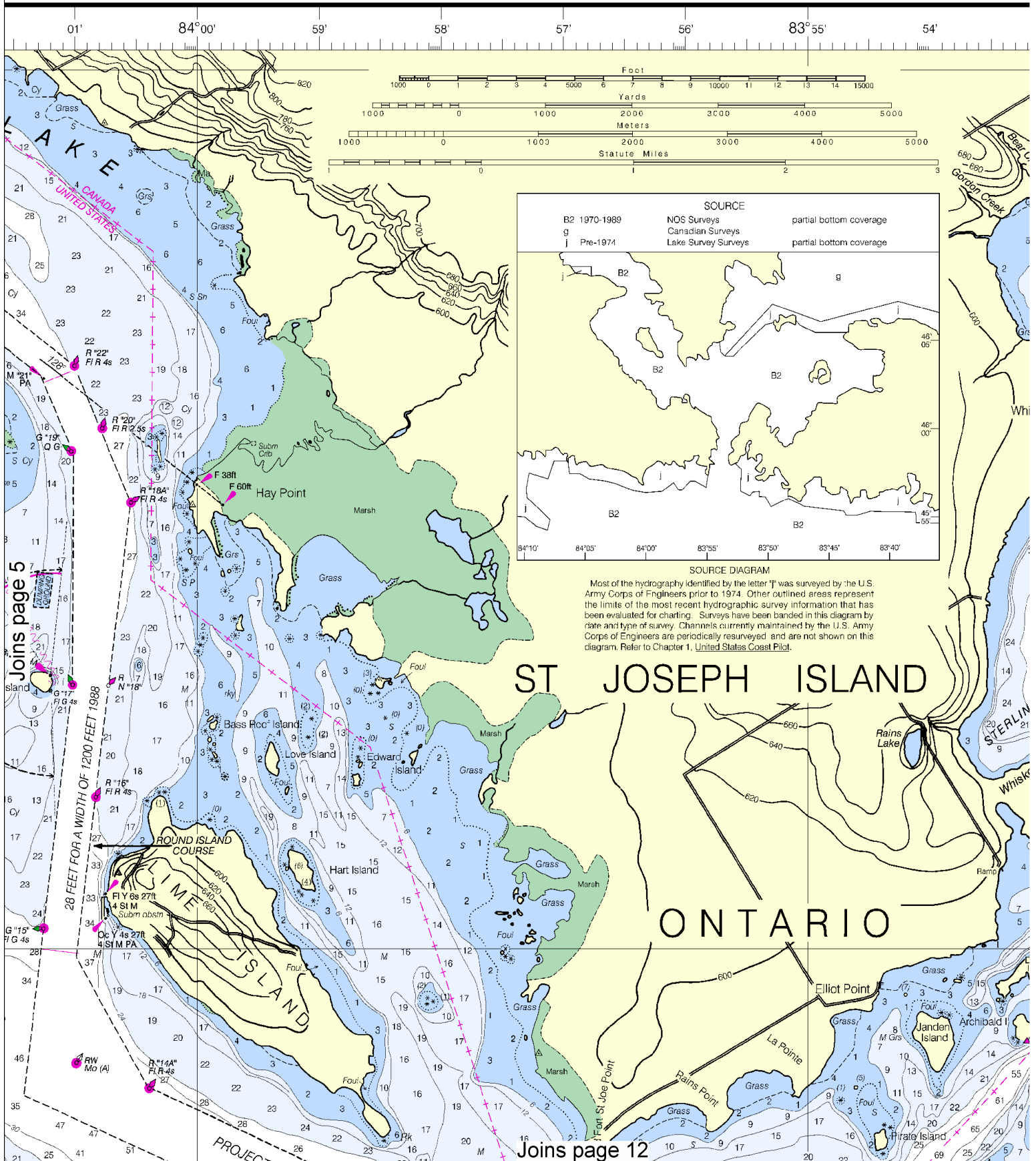
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Nautical Miles

See Note on page 5.

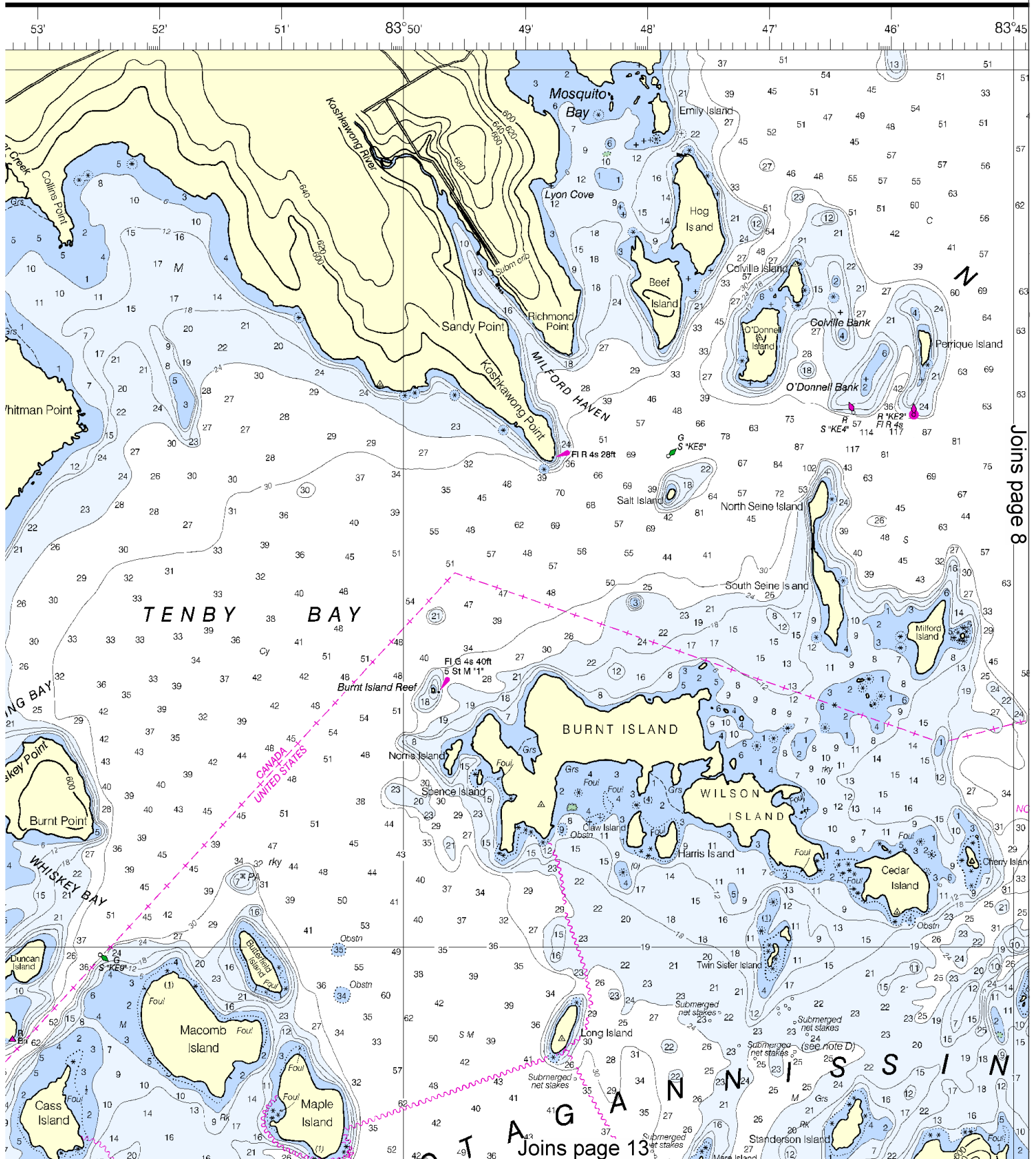












This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
 NGA Weekly Notice to Mariners: 0910 2/27/2010,  
 Canadian Coast Guard Notice to Mariners: 0110 1/29/2010.





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**WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

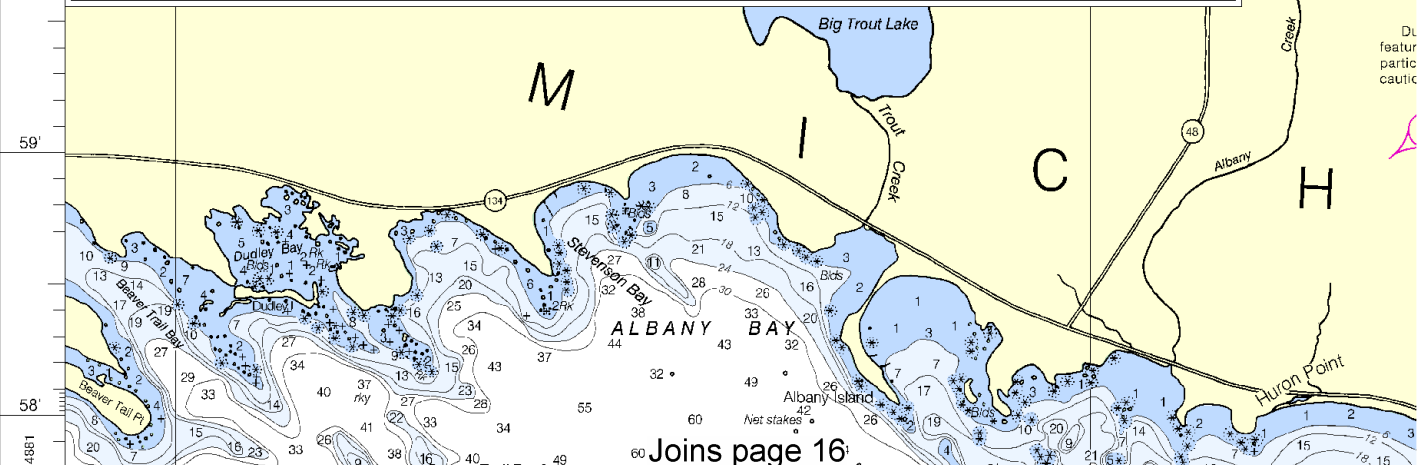
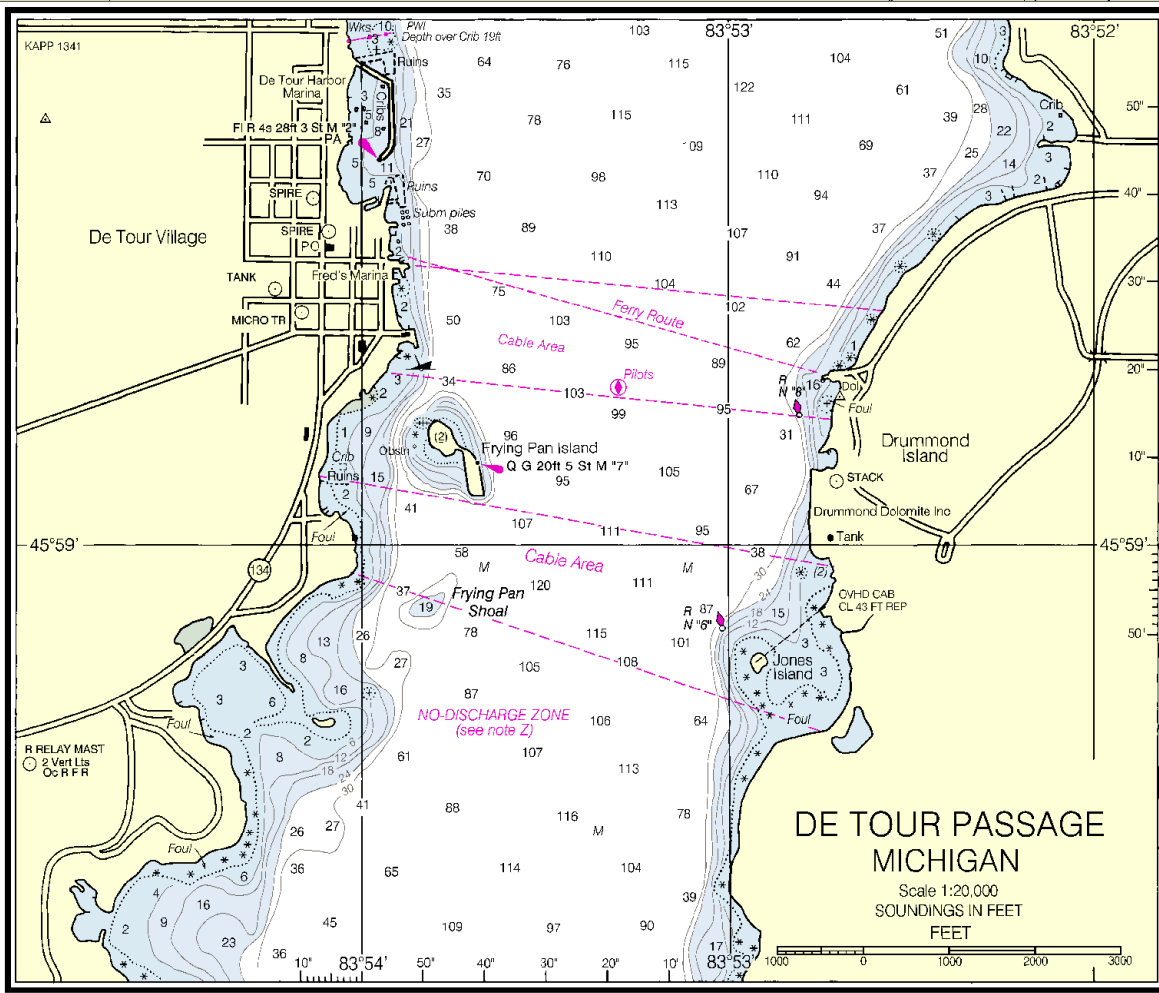
☉ Pump-out facilities

**CAUTION**

**POTABLE WATER INTAKE (PWI)**

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 125C.93). Consult U.S. Coast Pilot 6 for important supplemental information.

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See Note on page 5.

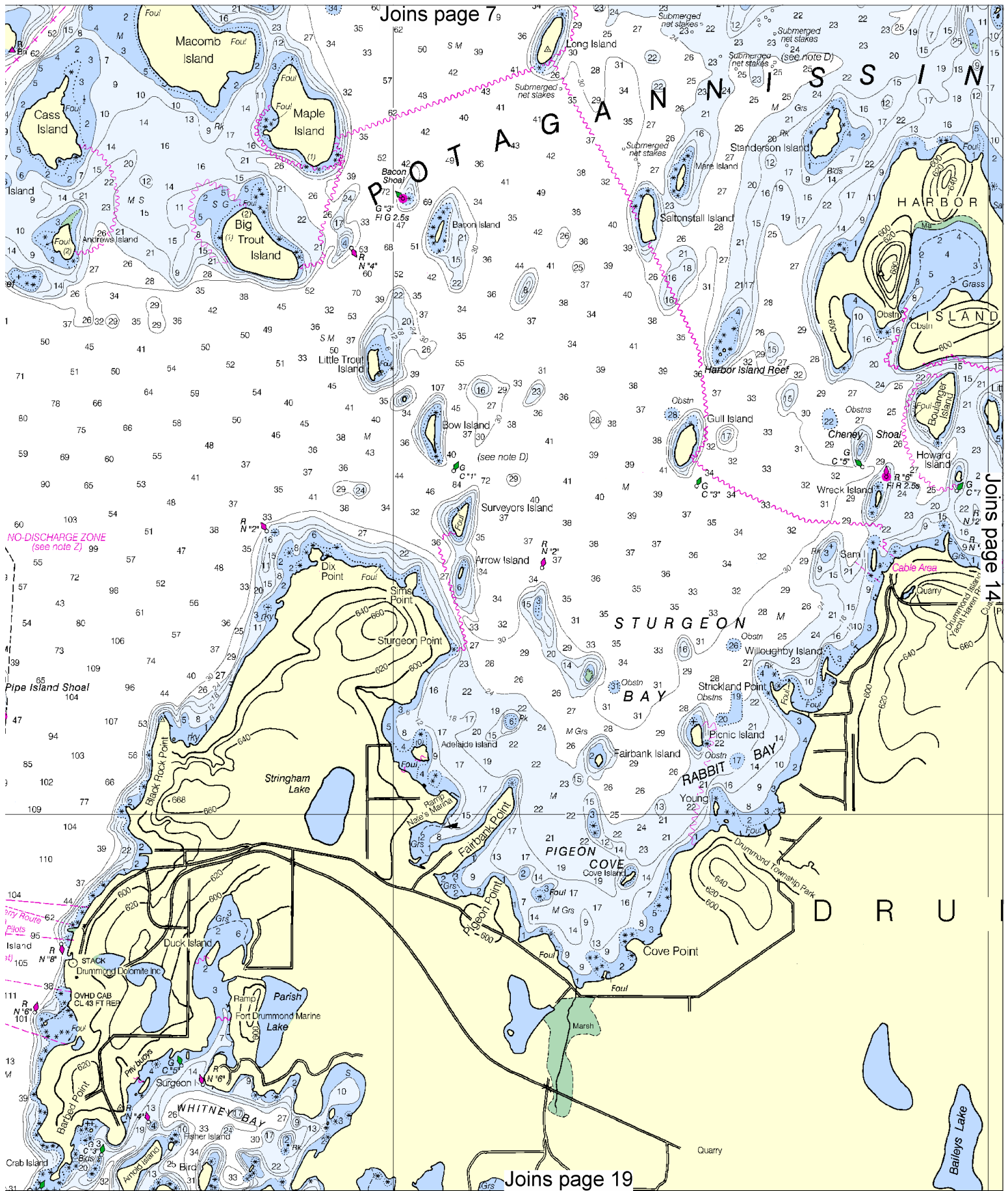


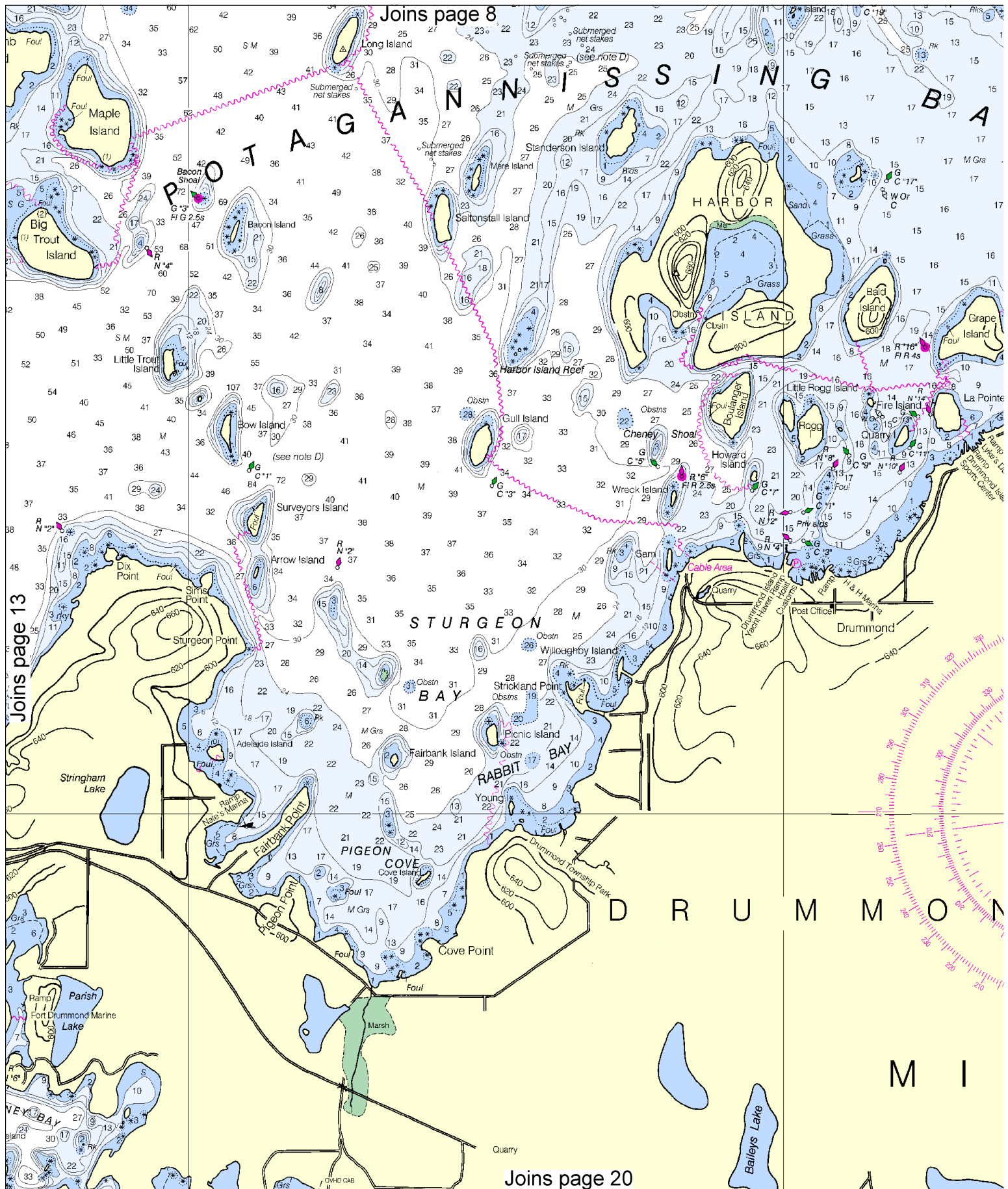










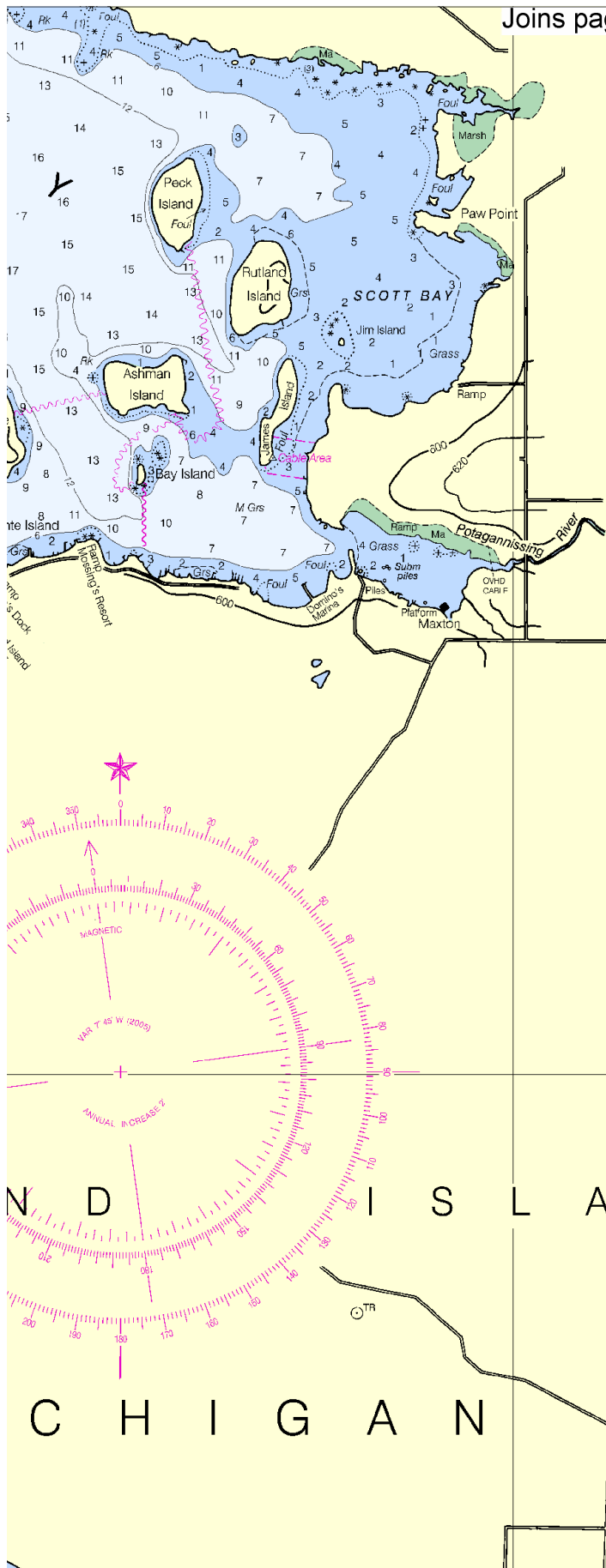


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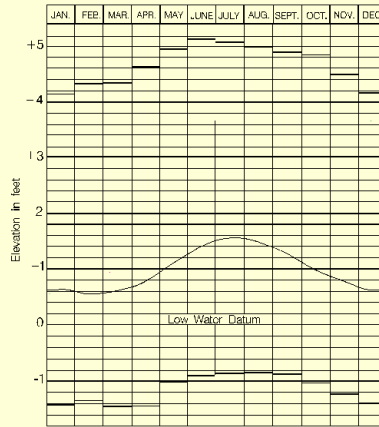




Pipeline Area Cable Area

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### LAKE MICHIGAN - HURON



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:  
 ○ (Accurate location)    ◐ (Approximate location)

### CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

### CAUTION

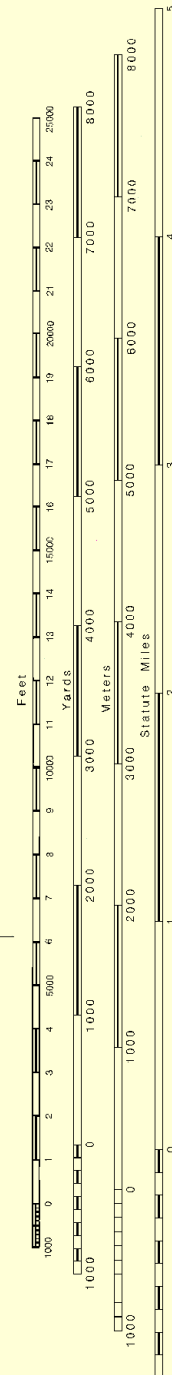
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sault Ste Marie, MI KIG-74 162.55 MHz (Chan WX-1)



04'

03'

02'

01'

46° 00'

59'

58'



This nautical chart depicts Albany Bay, New York, and the surrounding coastal areas. Key features include:

- Geographic Labels:** Albany Bay, Beaver Trail Reef, Martin Reef, Huron Point, and various smaller islands and reefs.
- Depth Soundings:** Numerous numerical depth readings in fathoms and meters are scattered throughout the chart area.
- Navigational Aids:** A prominent pink star symbol is located near the center-right, with associated magnetic variation information: "MAGNETIC VAR 7° 15' W (2005) ANNUAL INCREASE 2".
- Scale and Distance:** A scale bar at the bottom indicates distances in Yards (0 to 2500), Meters (0 to 8000), and Statute Miles (0 to 4). A dashed line indicates a distance of "261° 23 Miles to Round I".
- Coordinates:** The chart includes latitude and longitude markings along the edges, ranging from 53° to 58° latitude and 84° 04' to 84° 10' longitude.
- Other Markings:** A large black letter "L" and a large black letter "A" are visible in the lower right quadrant. A dashed line labeled "000° 1 Miles" is also present.

35th Ed., Sep./05 ■ Corrected through NM Sep. 10/05  
Corrected through LNM Sep. 6/05

14882

**CAUTION**

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) is consistent with the weekly U.S. Coast Guard district to the dates shown in the

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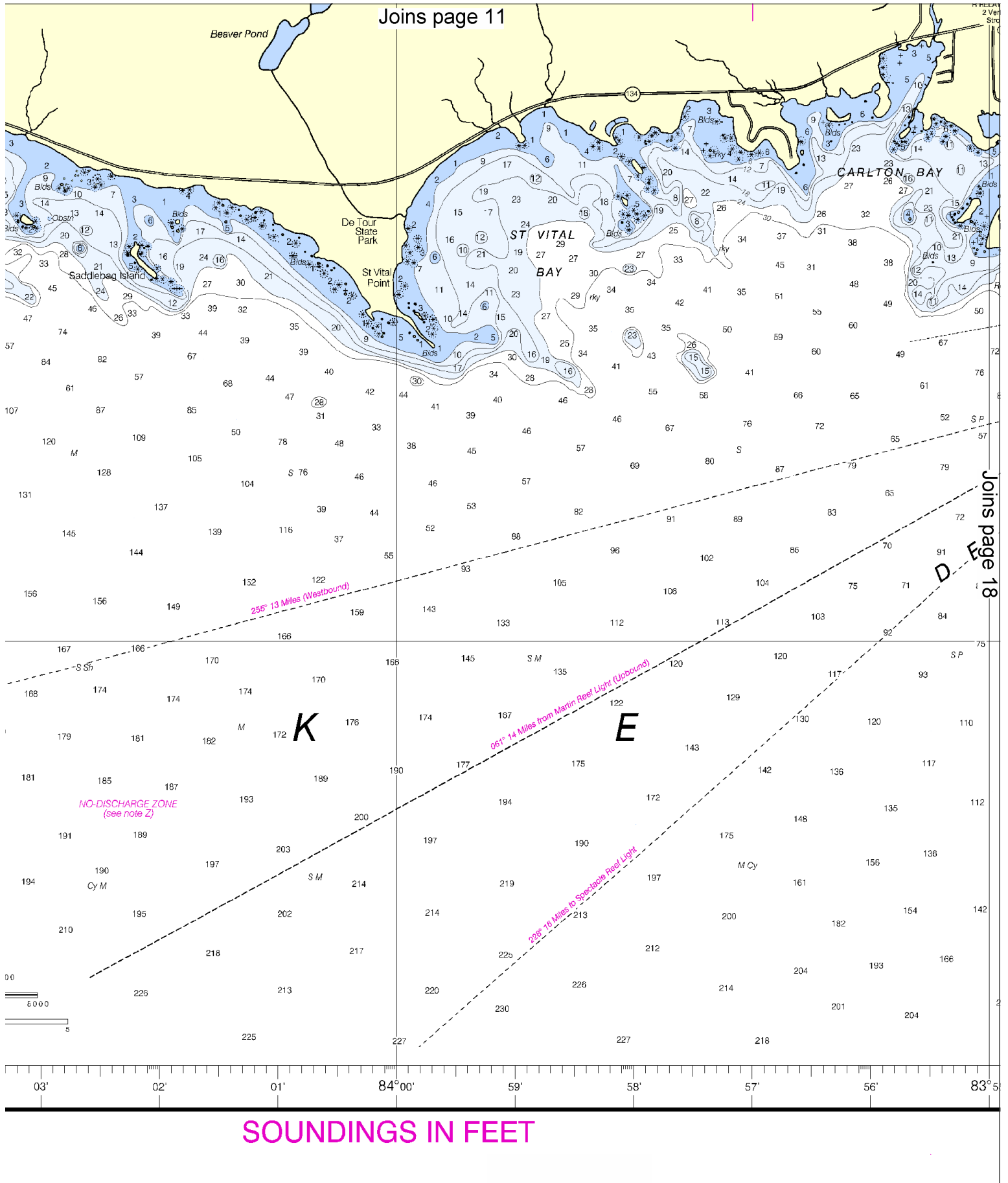
SCALE 1:40,000  
Nautical Miles

See Note on page 5.

Yards

## North

16



SOUNDINGS IN FEET

This nautical chart depicts the coastal waters of St. Vital Bay and De Tour Shoal. The chart includes the following features:

- Geographical Labels:** St. Vital Bay, Carlton Bay, De Tour Shoal, De Tour Reef, St. Vital Point, De Tour State Park, and Beaver Pond.
- Depth Soundings:** Numerous numerical depth soundings in fathoms are scattered throughout the chart, ranging from 1 to 119.
- Navigation Aids:**
  - 256° 13 Miles (Westbound):** A pink dashed line indicating a westbound route.
  - 061° 14 Miles from Martin Reef Light (Jobbound):** A pink dashed line indicating a route from Martin Reef Light.
  - 228° 16 Miles to Spectacle Reef Light:** A pink dashed line indicating a route to Spectacle Reef Light.
- Other Features:**
  - Islands and Shoals:** De Tour Shoal and De Tour Reef are marked with specific navigational details.
  - Lighting:** A light is shown on De Tour Reef with a range of 10 miles.
  - Chart Information:** The chart is identified as "1489" and includes a reference to "Continued on Chart 1489".

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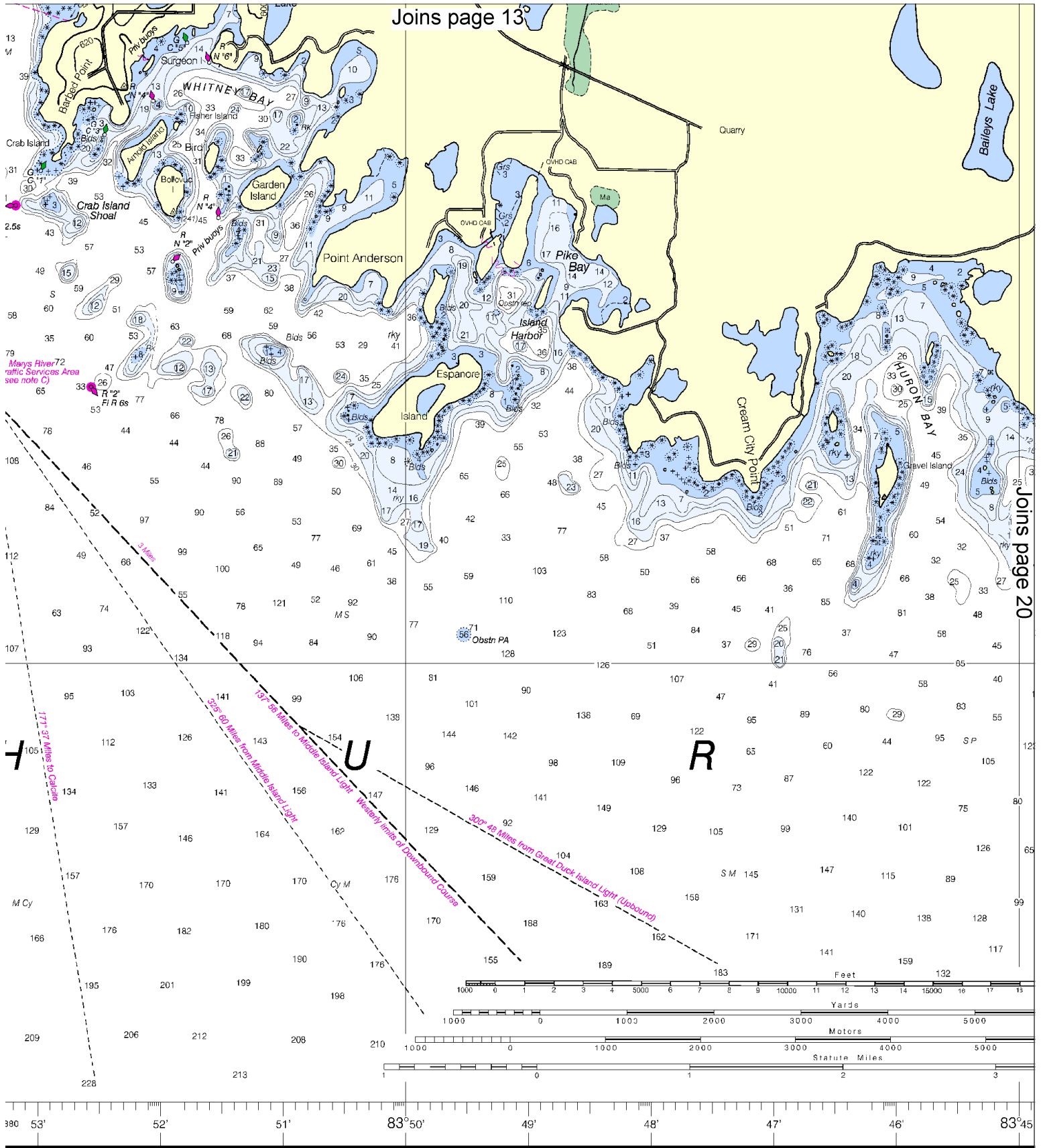


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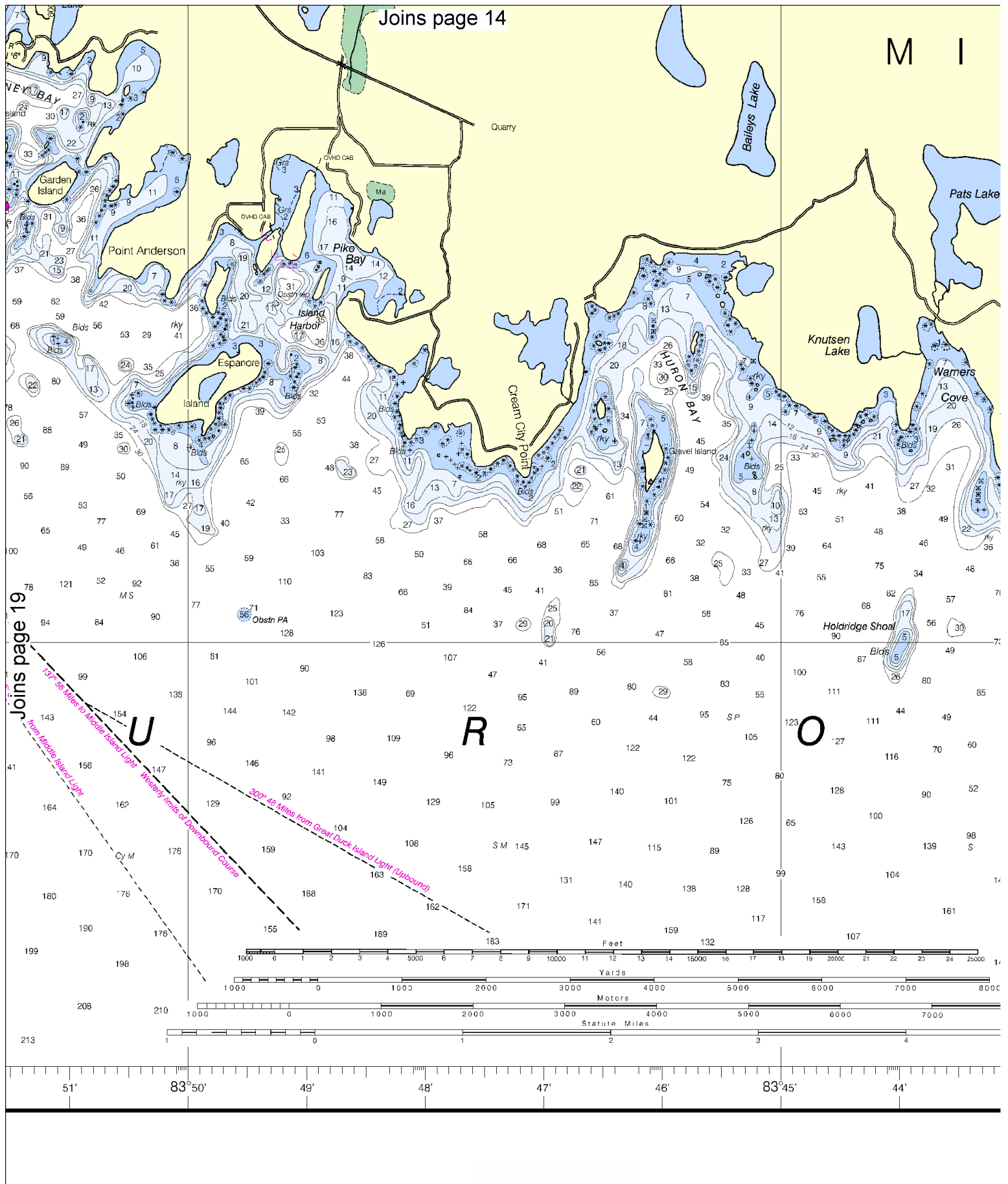
See Note on page 5.







Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
COAST AND GEODETIC SURVEY



Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



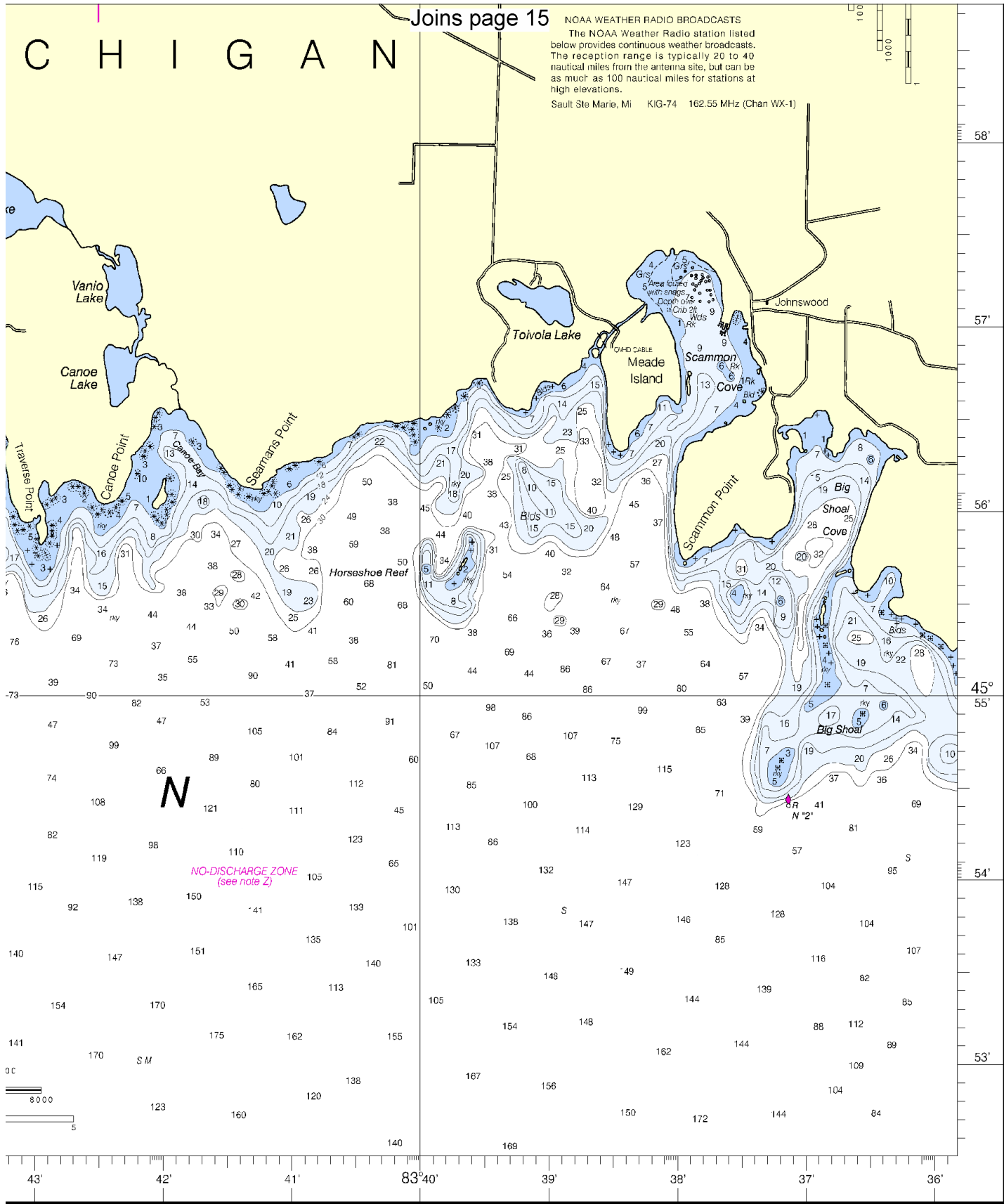
C H I G A N

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NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sault Ste Marie, MI KIG-74 162.55 MHz (Chan WX-1)



St. Marys River  
SOUNDINGS IN FEET - SCALE 1:40,000

14882



NSN 7842014010679  
NGA REFERENCE NO 14X-HA14882



## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Search & Rescue (RCC)** – 216-902-6117

**Coast Guard S & R (Sault Ste Marie)** – 906-635-3236

**Canadian Coast Guard (RCC Trenton)** – 1-800-267-7270 or 613-965-3870

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).